

# **Presentation on Merced-Fresno and Fresno-Bakersfield Draft Environmental Impact Report/Environmental Impact Statements**

July 2011



## Summary of what we will cover

- Overview
- EIR/EIS schedule
- Status of EIR/EIS

## Tiered Environmental Review Process

- **Tier 1 Statewide, Programmatic EIR/EIS and Tier 1 Bay Area to Central Valley Programmatic EIR/EIS – from 2000-2005 and 2005-2008/2010**
  - Defined the preferred corridors and station locations to be further analyzed in the local, project-level EIR/EIS
  - Selected the Burlington Northern Santa Fe (BNSF) Railway corridor for the route from Fresno to Bakersfield and the Union Pacific Railroad (UPRR) corridor through the urban area of Fresno; selected both BNSF and UPRR for further study between Merced and Fresno
- **Tier 2 Project-level EIR/EIS for Merced-Fresno, Fresno-Bakersfield 2009 Scoping Process**
  - Helped to identify the focus and content to be analyzed in the EIR/EIS
  - Scoping is the process of early consultation with the public and agencies during the initial stages of EIR/EIS preparation
- **Alternatives Analysis and Supplemental Analysis Reports 2009-2011**
  - Identified alternative alignments and station locations to be studied in the EIR/EIS
  - Provided reasoning for which alternatives were carried forward



# High-Speed Train in the Central Valley

- **Merced to Fresno Section**

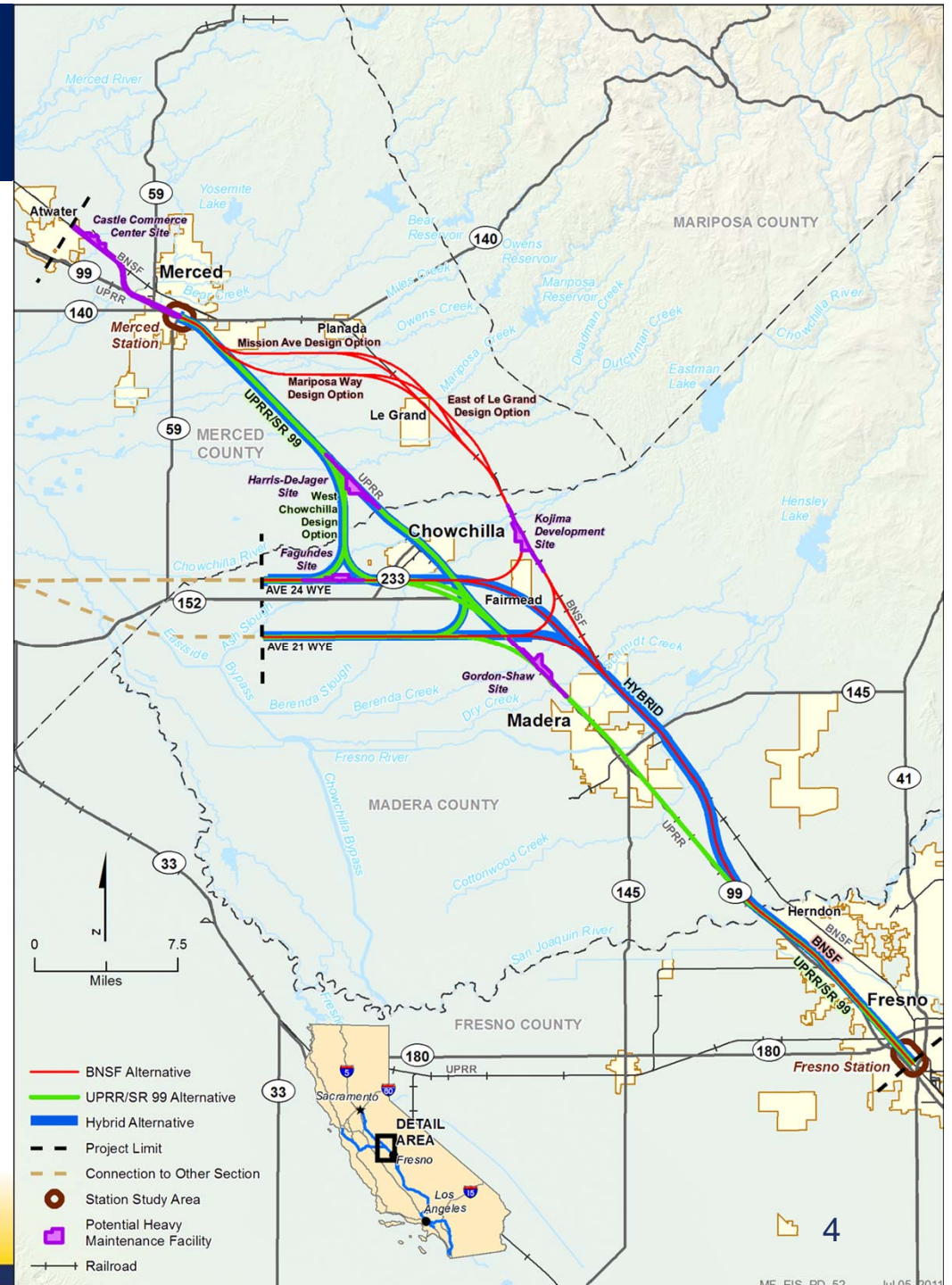
- 65-miles from Merced to Fresno; part of 800-mile statewide system
- Merced to Fresno section selected as part of the first phase of construction, creating the backbone of the system

- **Station Locations**

- Station in Merced area, serving as the phase 1 end station for the north region.

- **Local Benefits**

- Travel time from Fresno to LA 1hr 24min or Merced to SF in 1hr 14min
- Will create approximately 16,500 temporary construction jobs in the Central Valley

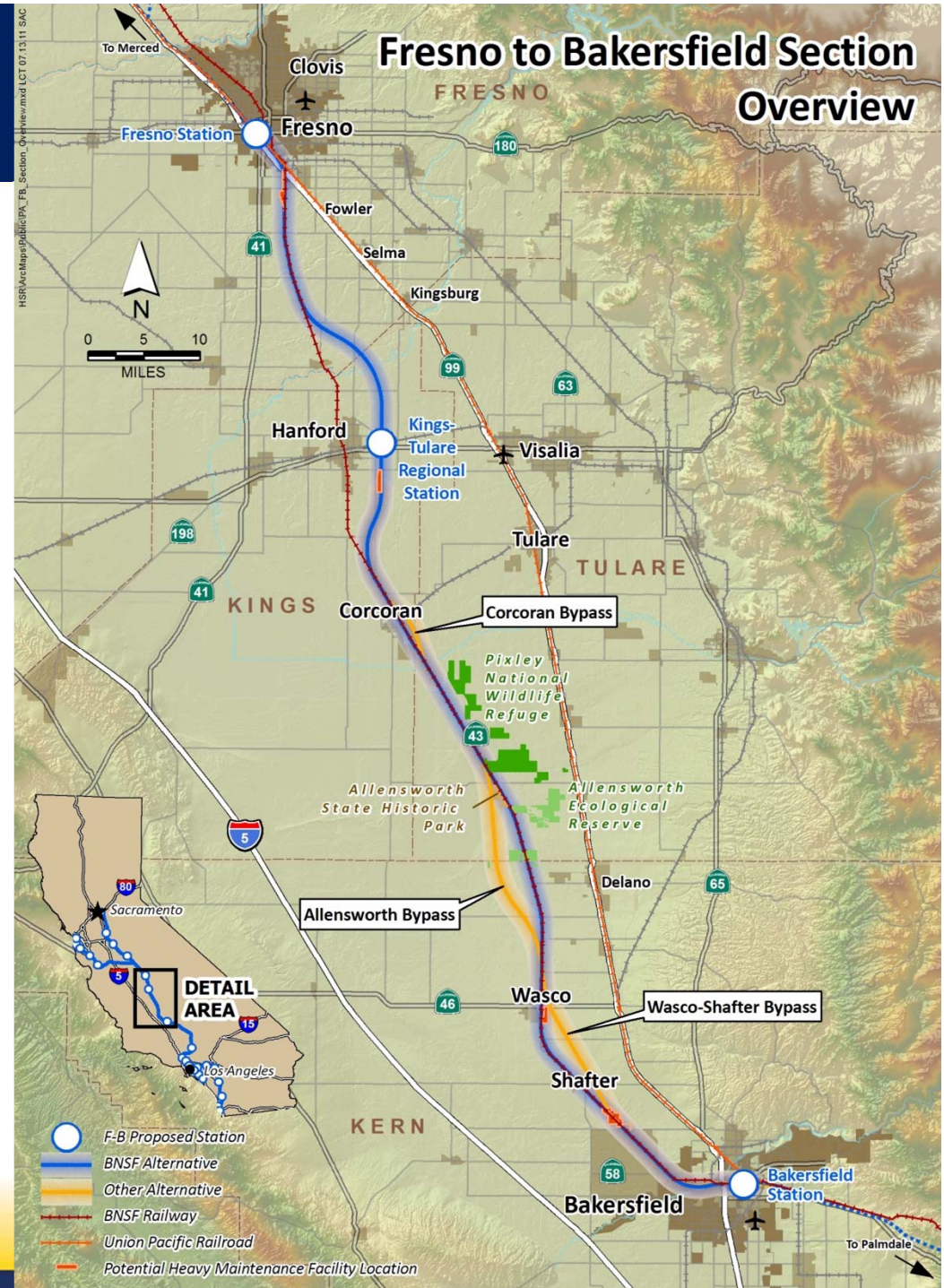


7/15/2011



# High-Speed Train in the Central Valley

- **Fresno to Bakersfield Section**
  - 113-miles from Fresno to Bakersfield; part of 800-mile statewide system
  - Fresno to Bakersfield section selected as part of the first phase of construction, creating the backbone of the system
- **Station Locations**
  - Stations in Fresno, Bakersfield, and proposed in the Hanford area, serving the Kings and Tulare region
- **Local Benefits**
  - Travel time from Fresno to LA 1hr 24min or Bakersfield to SF in 1hr 51min
  - Will create approximately 16,500 temporary construction jobs in the Central Valley



7/15/2011

# Schedule



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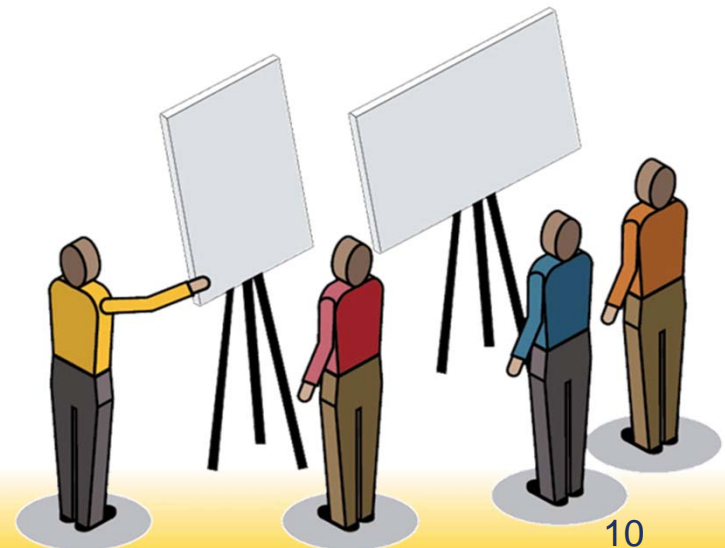
## Public Comment Period and Board Decision Points





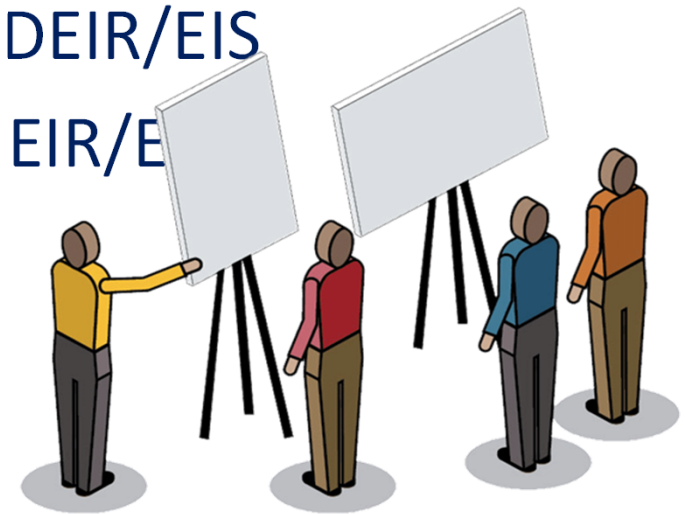
## Public Meetings

- Merced to Fresno Section
  - Late August: Le Grand, Fairmead and Chowchilla
- Fresno to Bakersfield Section
  - Late August 29: Shafter/Wasco, Corcoran, Rosedale, South Fresno



## Public Meetings

- Informational Open House
- Educational Workshops
- One-on-One Discussions with Staff
- Focused on
  - How to Find Information in the DEIR/EIS
  - Ways to Comment on the Draft EIR/EIS
- Receive comments



## Public Hearings

- Focused on receiving public forum oral comments
- Between September 14-28, 2011
- Merced to Fresno Section
  - Madera
  - Merced
  - Fresno (joint with Fresno-Bakersfield Section)
- Fresno to Bakersfield Section
  - Fresno (joint with Merced-Fresno Section)
  - Hanford
  - Bakersfield

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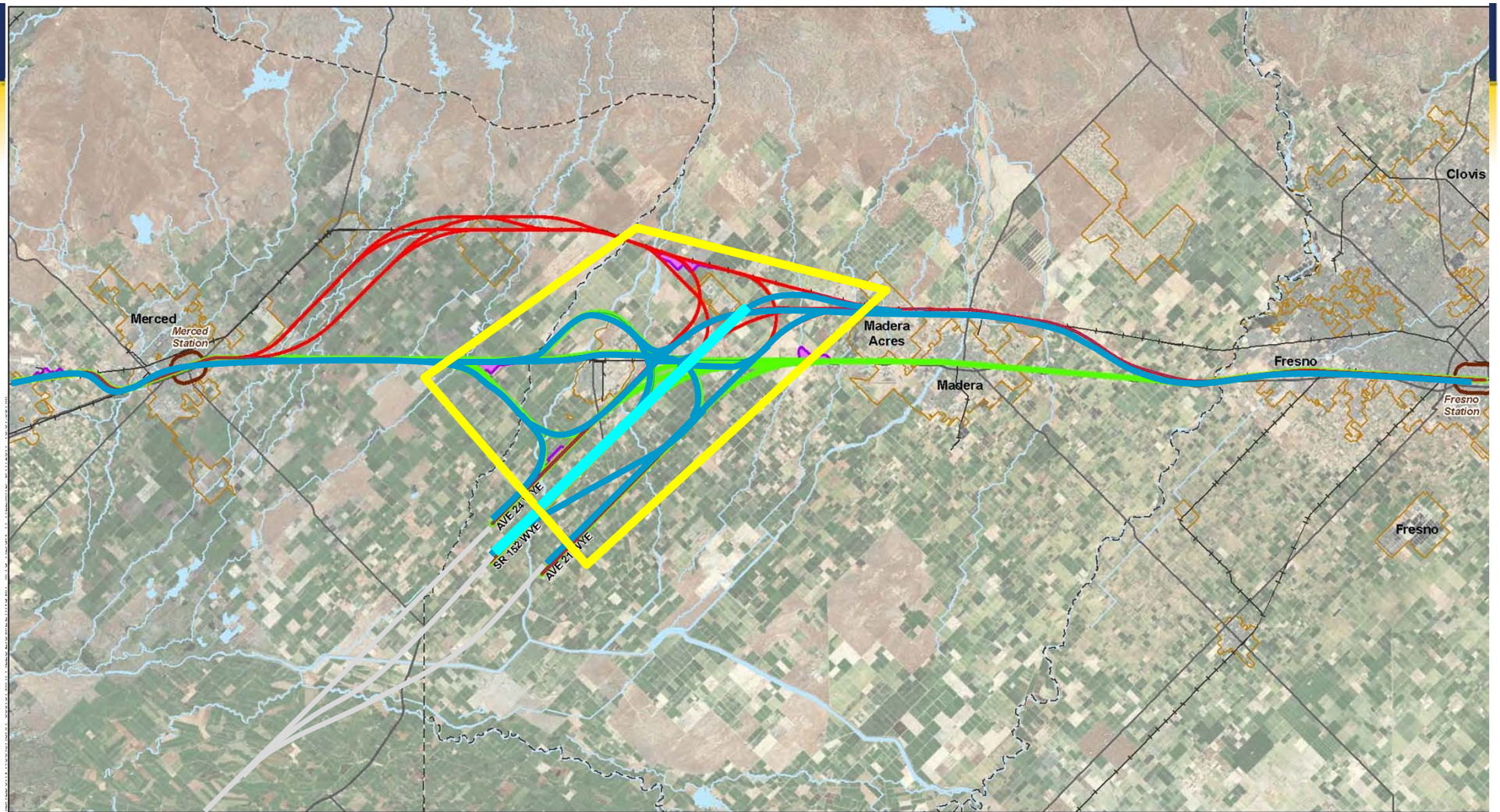


## Status of EIR/EIS

- MOU with EPA USAC
  - Informal Coordination
  - Set Various Check Points
    - Check Pt. A – Purpose and Need
    - Check Pt. B – Range of Alternatives
    - Check Pt. C – LEDPA; Least Environmentally Damaging Practicable Alternative

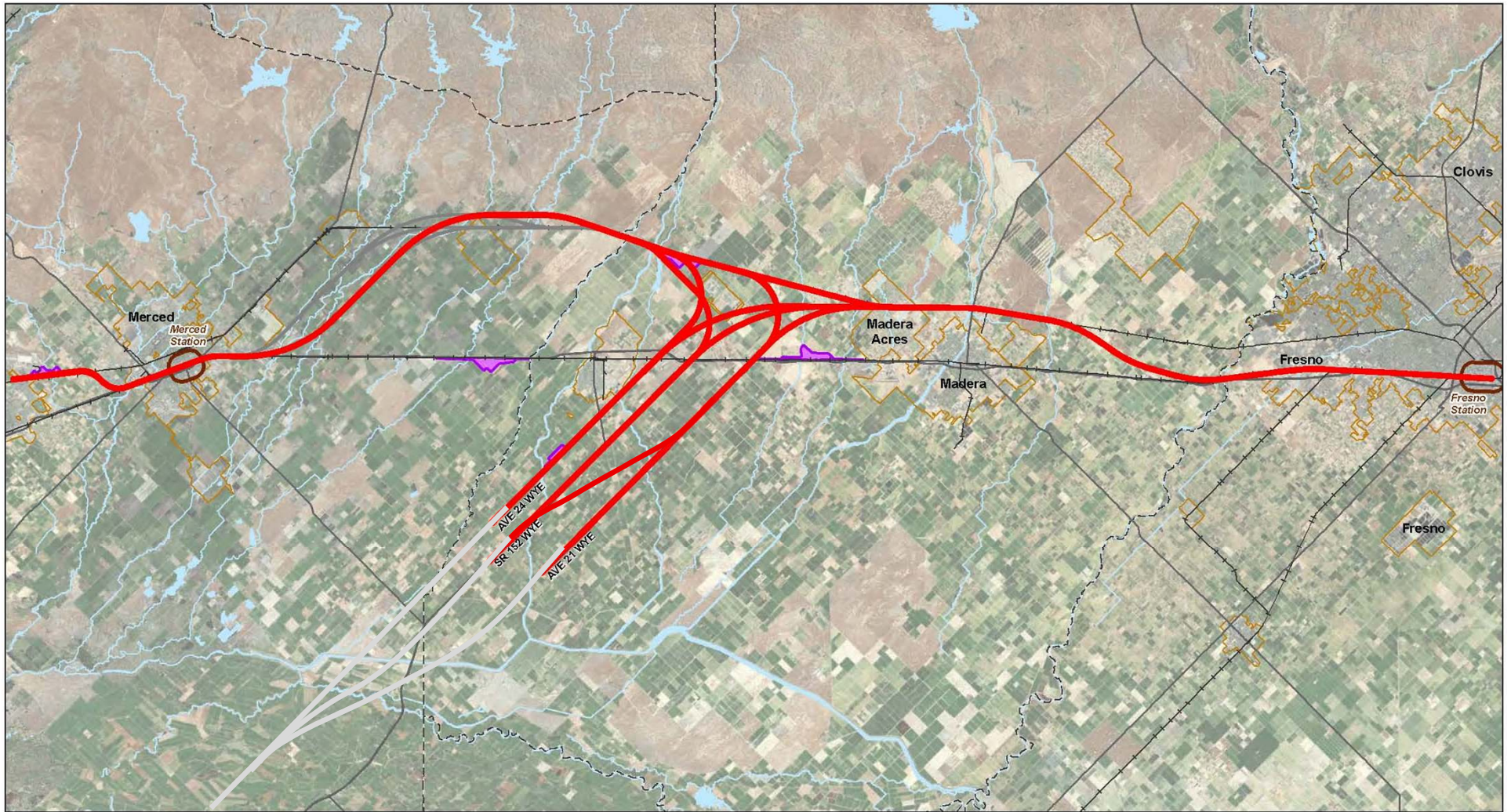
## Status of the Merced to Fresno Section

- Concurrence from EPA and Army Corp – Check Point B
  - Predominately agrees with the AA review analysis and options dropped versus carried forward
- San Jose to Merced AA will include evaluation an alignment along Hwy 152 (More detail given in Item #6)



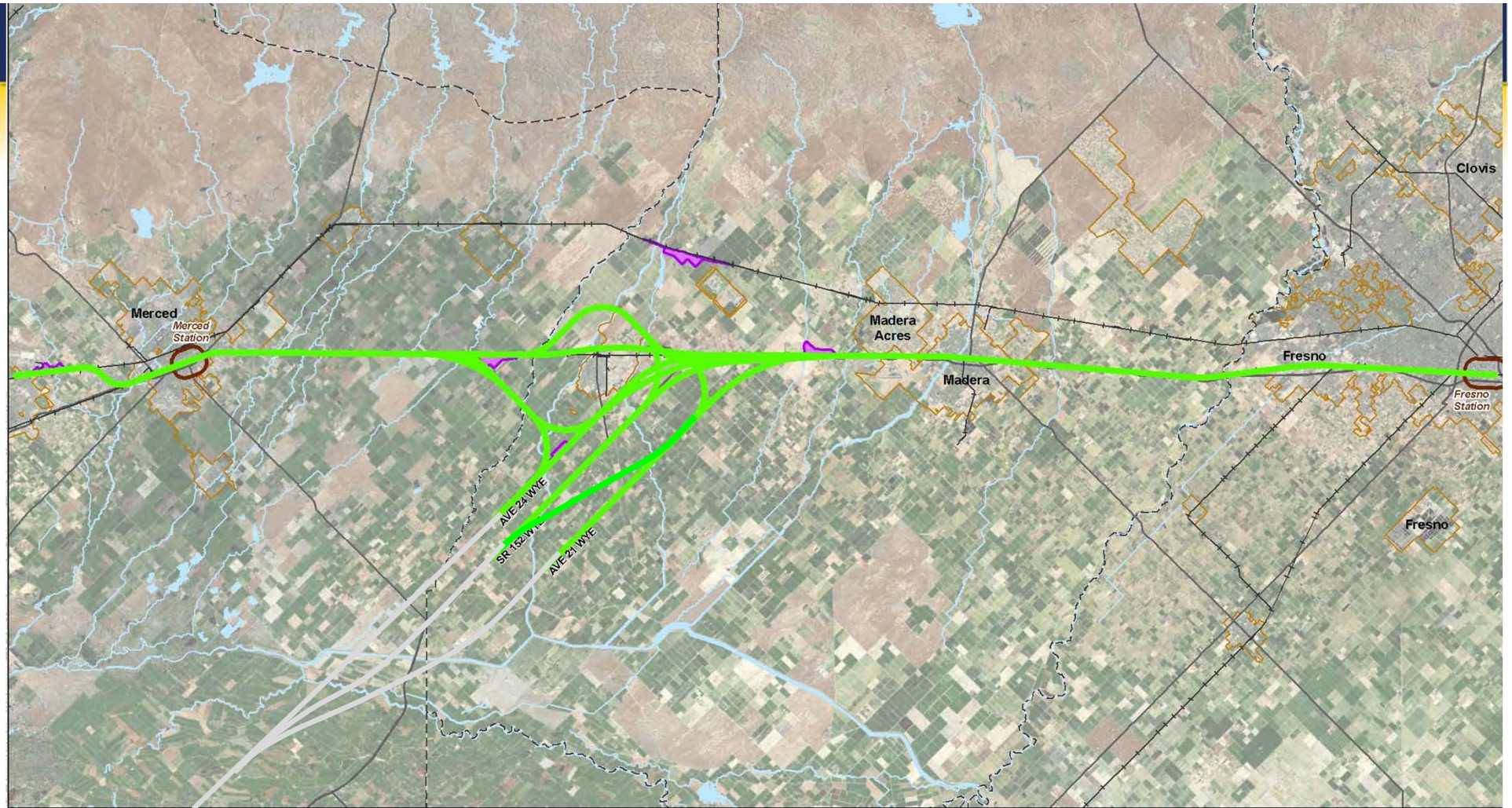
**BNSF (A1)      UPRR (A2)      Hybrid**  
**Alternatives   Alternatives   Alternatives**





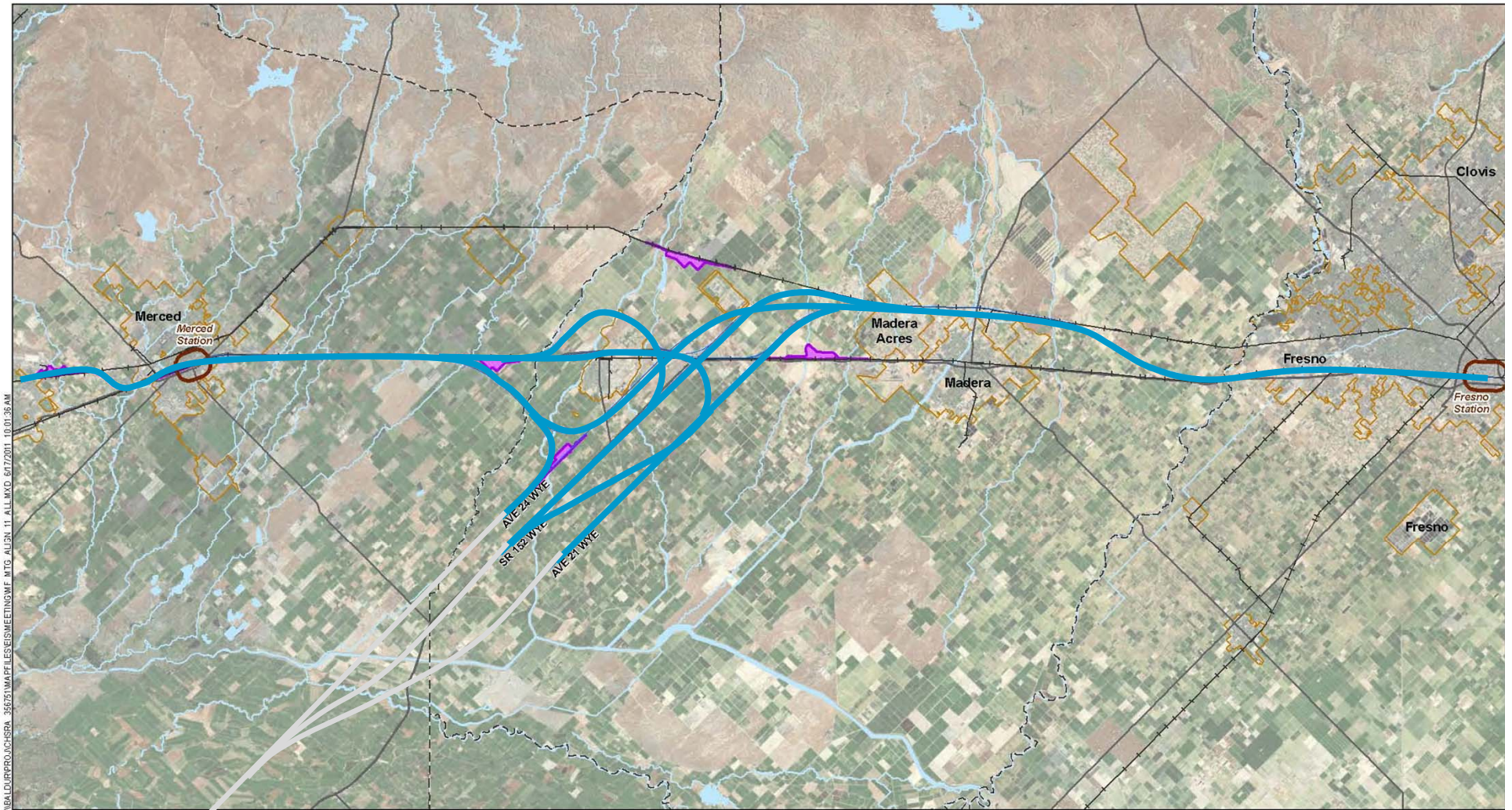
# **BNSF (A1) Alternatives**





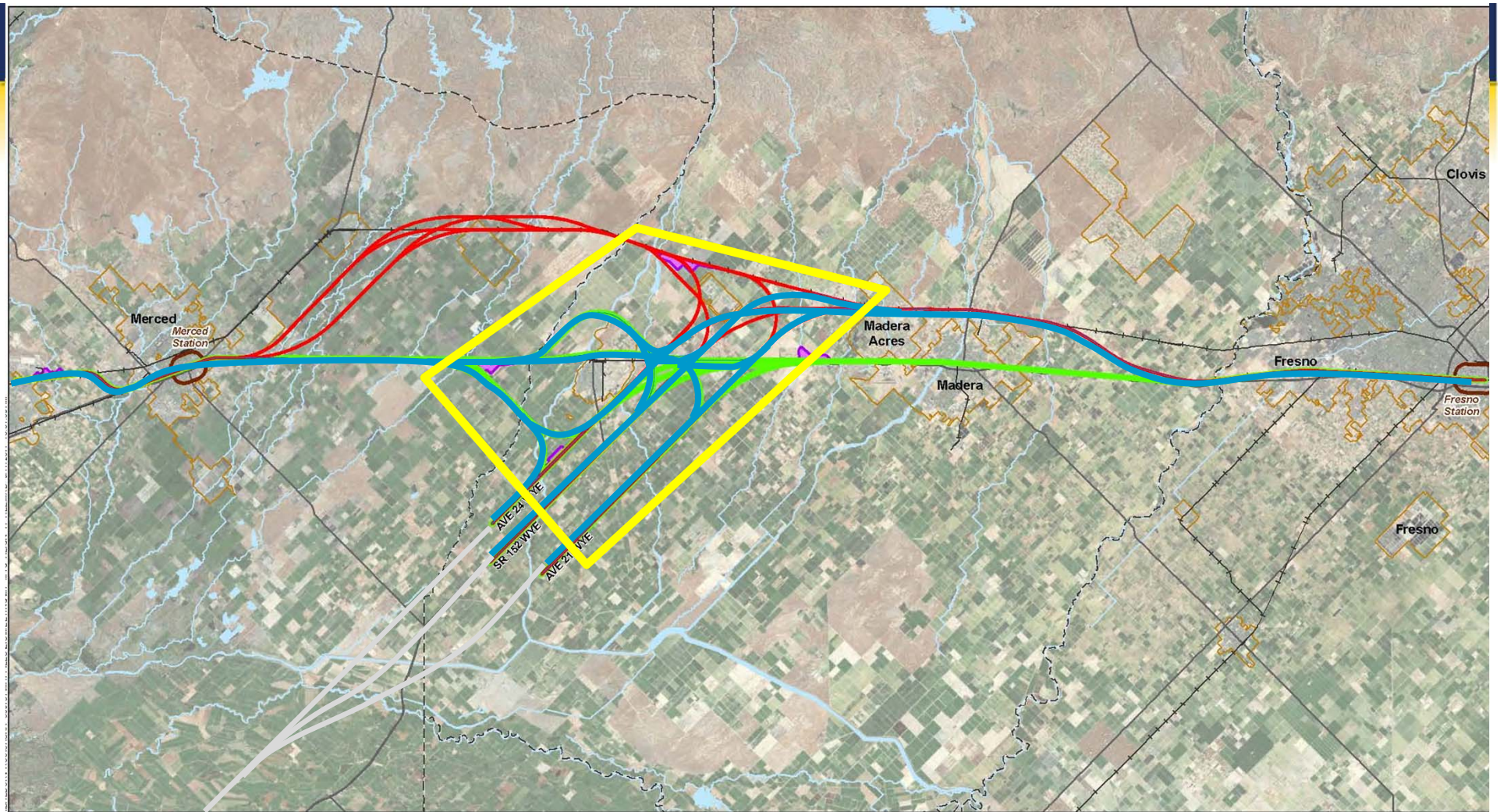
# UPRR (A2) Alternatives





# Hybrid Alternatives

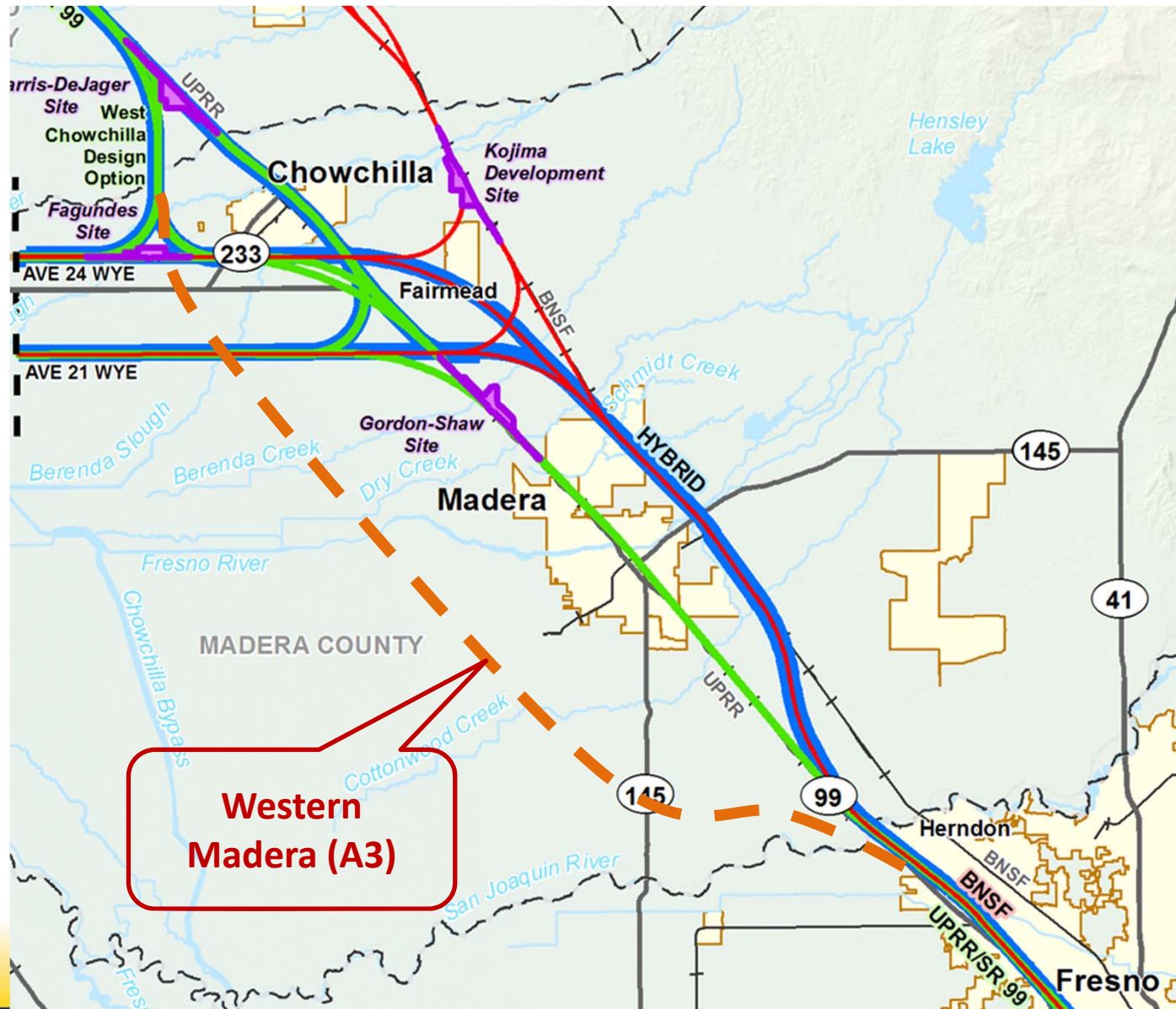




**BNSF (A1)**      **UPRR (A2)**      **Hybrid**  
**Alternatives**   **Alternatives**   **Alternatives**



## Status of the Merced to Fresno Section





## Status of the Fresno to Bakersfield Section

- Concurrence from EPA and Army Corps – Checkpoint B
  - Predominately agrees with the AA review analysis
  - Confirms the AA review analysis to eliminate
    - The I-5 corridor (previously eliminated in the Statewide EIR/EIS)
    - The various UPRR/Hwy 99 Alignments

## Status of the Fresno to Bakersfield Section



## Recommendation

- Approve resolution #11-19
  - Continue to work with USACE and USEPA to demonstrate why Western Madera and West of Hanford do not merit detailed study
  - Incorporate preliminary information on SR 152 and Wyes into the Merced-Fresno Draft EIR/EIS
  - Fully study SR 152 and Wyes in the San Jose-Merced Draft EIR/EIS (see agenda item # 6)
  - Adjust the decision making structure so that the Merced-Fresno EIR/EIS will be used to make the north/south alignment determination for Merced-Fresno, and the San Jose-Merced EIR/EIS will be used to make the east/west and Wye determinations.